

BICYCLES AND TRAILS

Bicycles can play an important role in the community by providing a healthy alternative to the automobile, reducing traffic congestion, improving air quality, and creating a more balanced transportation system.

Improvement to existing street and trail facilities that are presently suitable for bicycles **and other users**, and the development of an expanded system of bicycle-friendly roads and trails for the City of Lincoln and Lancaster County's future have been expressed as strong community goals. This is emphasized by the Pedestrian and Bicycle Workshop Vision Statement: "Elevate status of pedestrians and bicyclists in the community to be an integral part of the Transportation Plan."

MULTI-USE TRAILS AND BICYCLE FACILITIES ~~BICYCLE AND TRAILS~~

Bicycle Facilities

Planning Lingo

Bikeway – Any street or trail specifically designated for bicycle travel. May be designated exclusively for use by bicycles or may shared with other transportation modes.

Bicycle Path and Trail – Bikeway or trail that is physically separated from motor vehicle traffic by open space or a barrier. May be within the road right-of-way or have its own right-of-way. Also referred to as a "shared use" or "multi-use path," "recreational trail," or Class I bikeway.

Bicycle Lane – Bikeway on a street designated for preferential or exclusive use of bicycles by striping, signage, and pavement markings. Also referred to as a Class II bikeway.

Bicycle Route – Streets with "Bike Route" signs installed along them. Intended for the shared use of automobiles and bicyclists without striping or pavement markings. Sometimes referred to as a Class III bikeway.

Trail Head – Major entry point onto a trail system often providing public facilities, such as parking, water fountains, bicycle racks, picnic facilities, and restrooms. A trail head is not necessarily at the beginning or end of a trail.

STANDARDS

The community has an existing system of ~~bicycle~~ **multi-use** trails and on-street bike routes. The present system serves both commuter bicyclists who use their bicycles daily for work and shopping trips, and tend to travel from point to point, and recreational bicyclists who tend to ride their bicycles on a more occasional basis, seeking attractive and safe routes. The system also serves other users such as pedestrians. Planning for future ~~bike~~ **multi-use** trails should be guided by the goal of having a ~~bike~~ **multi-use** trail within one mile of all residences in the city.

The future system should include a combination of ~~bicycle~~ **multi-use** trails, bike routes, and bicycle lanes that serve the entire community. As a strength of the community and a foundation to further meet the needs of bicyclists, pedestrians, and other users, the maintenance, rehabilitation, and expansion of the multi-use trail system should be a priority.

*Strategies: **Multi-Use Trails and Bicycle Facilities*** ~~**Bicycle and Trails**~~ **Standards for Existing Areas**

- Extend the ~~bicycle and~~ **multi-use** trails system into the new neighborhoods as the city grows. Connections should be made to schools, parks, and other activity areas.
- Explore options to establish a dedicated funding plan to complete the **multi-use trails and** ~~bicycle and trails~~ facilities plan, and for the continued maintenance **and rehabilitation** of these facilities.
- Identify critical segments offering greater system continuity and connections for major activity centers, schools and the University of Nebraska. Undertake projects to complete identified gaps in the system.
- Evaluate existing bicycle routes and other travel corridors for opportunities to provide bicycle lanes throughout the entire community.

- Promote the usefulness of trails for various users including pedestrians.
- Include bicycle and pedestrian facilities in the design and construction of bridge and roadway projects.
- Maintain existing route maps for all trails, lanes, and routes and provide appropriate signage.

- Implement a public information and education program encouraging bicycles as an alternative mode of transportation.

BICYCLES IN THE DOWNTOWN

Providing for the mobility needs of motorists and bicyclists in the Downtown will require careful planning and engineering.

Strategies: Bicycles in the Downtown

- **Implement the Bicycle Framework plan as adopted in the Downtown Master Plan. ~~Develop and implement a Downtown Bicycle Facilities Plan.~~** This Plan ~~shall~~ includes north-south and east-west bicycle lanes. Identify and develop at least one north-south and one east-west corridor to pilot dedicated bike lanes within one year of the Downtown ~~Master Bicycle Facilities~~ Plan approval.
- Work with the Downtown Lincoln Association, the Lincoln Public Works and Utilities Department, the Lincoln Parks and Recreation Department, and other agencies interested in the **implementation of the Bicycle Framework plan as adopted in the Downtown Master Plan** ~~creation of a Downtown Bicycle Facilities Plan.~~

MULTI-USE TRAILS AND BICYCLE FACILITIES AND TRAILS STANDARDS FOR DEVELOPING AREAS

Multi-use trails and bicycle facilities ~~Bicycle and trails~~ standards should be prepared for public and private developments. These standards should consider existing and future activity centers. The standards should be realistic and easy to understand. Checklists may be used to implement the standards.

Multi-use trails and bicycle facilities ~~Bicycle and trails~~ standards should identify key destinations, and plan for bicycle and trails facilities to and from these locations. Key destinations include schools, parks, trails, and activity centers.

Strategies: Multi-Use Trails and Bicycle Facilities ~~Bicycle and Trails~~ Standards for Developing Areas

- Develop minimum multi-use trails and bicycle facilities ~~bicycle and trail~~ standards, including bike lanes, for all new roadways and reconstruction of existing roadways.
- Encourage minimum multi-use trails and bicycle facilities ~~bicycle and trail~~ standards for private developments to provide bicycle ~~and trails~~ facilities and amenities connecting and serving key destinations such as schools, parks, and activity centers.
- Select and implement a near term bicycle facilities demonstration project embracing best engineering practices, bicycle design standards, and minimum Federal guidelines.
- Explore opportunities to develop multi-use trails within rail corridors proposed to be abandoned as an interim transportation use.
- Explore opportunities to combine multi-use trails within active rail corridors where linkages are needed, and rail traffic volume is low.
- Develop an interconnected system of multi-use trails that utilizes drainage channels and greenway corridors when feasible. Trail routes adjoining major streets should only be considered in establishing trail connections over ridgelines between drainage basins.
- Consider the location and alignment of multi-use trails and bike lanes in reviewing development applications. Request that the platform for trails be graded in conjunction with the associated development.
- **Include pedestrian and bicycle facilities in the design and construction of new bridge projects.**
- Grade separated crossings are to be considered in conjunction with all new construction and reconstruction of transportation projects at all trail/arterial street intersections that do not coincide with arterial/arterial street crossings.

MULTI-USE TRAILS AND BICYCLE AND TRAILS-FACILITIES COORDINATION

The City should clearly identify the organizational responsibility for multi-use trails and bicycle ~~and trails~~-facility planning, design, engineering, and implementation. This should include responsibility for reviewing and developing multi-use trails and bicycle ~~and trails~~-facilities policies and standards for public and private developments, addressing bicycle and trail improvements needs, developing and updating the Multi-Use Trails and Bicycle and Trails-Facilities Plan Map, applying for state and federal grants, and prioritizing improvements.

Strategies: Multi-Use Trails and Bicycle ~~and Trails~~-Facilities Coordination

- Identify the City agency (or agencies) responsible for coordinating each aspect of the Multi-Use Trails and Bicycle ~~and Trails~~-Facilities Plan.

LANCASTER COUNTY BIKEWAYS

The community should seek to expand bicycling opportunities throughout all of Lancaster County.

Strategies: Lancaster County Bikeways

- Identify potential bicycle corridors in rural areas of the County based upon existing and planned activity centers and land uses.
- Identify corridors linking County bikeways to existing and planned City bicycle facilities.
- Explore opportunities for widening the shoulders of County roads adjacent to the City of Lincoln. This should occur when reconstruction or resurfacing of the road is planned. Safety should be a primary consideration.

BICYCLE AMENITIES

A major element of the overall bicycle plan is the provision for adequate bicycle facilities as part of the built environment. For example, while parking for cars is routinely planned for, rarely is there a place where the bicyclists can lock or store their bicycle. These facilities can be public facilities or part of private development. In addition to basic bicycle locking and storage facilities, many communities and larger mixed-use centers provide basic shower facilities for commuter bicyclists.

Bicycle amenities should be considered during the planning of public and private developments.

Strategies: Bicycle Amenities

- Develop bicycle rack and storage requirements for new developments. Requirements should address design, location, and number. Requiring locker facilities in major developments should be considered.
- Provide functional bicycle racks and storage facilities in all major destination areas.
- Explore opportunities for trail head facilities for heavily used trails.

BICYCLE EDUCATION AND ENFORCEMENT

The potential environmental, health, and traffic reduction benefits of bicycles should be promoted. Enforcing the vehicular code for both bicycles and motorists should also be pursued.

Strategies: Bicycle Education and Enforcement

- Develop a bicycle education program to promote bicycle awareness and safety.
- Provide police resources to enforce bicycle and vehicular traffic laws.
- Use the City and County's Internet sites and Cable Access Channel 5 to inform and educate the community about bicycles.